H-1 HELICOPTER AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFPD 11-4, *Aviation Service*. Along with AFI 11-202, Volume 1, *Aircrew Training*, and AFI 11-401, *Flight Management*, this instruction establishes Air Force standards for initial qualification, mission qualification, and continuation training for all personnel performing aircrew duties in H-1 aircraft. This instruction is not applicable to Air National Guard or Air Force Reserve Command units. MAJCOMs may supplement this instruction. MAJCOMs will forward one copy of their supplement to Headquarters Air Force Space Command (AFSPC) Airfield and Aviation Operations Branch (DOSH) after publication. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through training channels, to HQ AFSPC/DOSH, 150 Vandenberg St., Suite 1105, Peterson AFB CO 80914-4200. This is a new instruction, however, it does incorporate portions of AFI 36-2208AFSPC1, *USAF Helicopter Aircrew Training*.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497.

(AMC) AFI 11-2H-1, Vol 1, *H-1 Helicopter Aircrew Training,* 2 November 2001, is supplemented as follows: This supplement prescribes specific guidance for Air Mobility Command (AMC) commanders, training managers, supervisors, and aircrews operating UH-1N helicopters. This supplement does not apply to Air National Guard (ANG) units or Air Force Reserve Command (AFRC). Aircrew Operations

and Training Division (HQ AMC/DOT), 402 Scott Dr, Unit 3A1, Scott AFB, IL 62225-5302, must approve any supplement to this publication.

SUMMARY OF REVISIONS

This revision incorporates Interim Change IC 2001-1 and revises H-1 Helicopter Aircrew Training continuation training (CT) requirements. It includes revised guidance on crediting currency for non-current crewmembers/operational support flyers, crewmembers in upgrade, and copilots during indoctrination to aircraft commander. This revision also provides revised guidance on duty familiarization training requirements, deletes the requirement for flight engineers to accomplish quarterly NVG transition sorties, and changes the phase periods for numerous ground training items in **Table 3.** A "|" indicates revised material since the last edition. The entire text of the IC is at the last attachment.

1. General Information. This instruction outlines ground and flying training requirements for pilots, flight engineers (FE), aerial gunners (AG), aerial photographers (AP), flight surgeons (FS) and operational support flyers (OSF) assigned to H-1 helicopter units. It establishes minimum requirements/authorizations for the qualification and training of those crew members. This instruction does not authorize deviations from the flight manual or other 11-series instructions.

1.1. **Waiver Authority.** The MAJCOM/DO is the waiver authority for provisions of this instruction unless otherwise indicated. Request waivers to this instruction through applicable training channels to MAJCOM/DO or equivalent level. MAJCOM/DOs will forward a courtesy copy of any waivers to HQ AFSPC/DOSH. Waivers to supplemental guidance will be handled by the MAJCOM agency that generated the supplement.

1.2. **Responsibilities:**

1.2.1. HQ USAF/XOO. See AFI 11-202, Vol 1.

1.2.2. MAJCOMs:

1.2.2.1. AFSPC. AFSPC is the lead command MAJCOM for H-1 helicopters IAW AFPD 10-9, Lead Operating Command Weapon Systems Management. HQ AFSPC/DO delegates the office of primary responsibility (OPR) for this instruction to HQ AFSPC/DOSH.

1.2.2.2. Air Education Training Command (AETC). AETC functions as the Training Command with duties IAW AFI 11-202, Vol 1.

1.2.2.3. All MAJCOMs:

1.2.2.3.1. Determine training requirements for day-to-day, contingency and wartime operations.

1.2.2.3.2. Supplement/waive this instruction as applicable.

1.2.3. Units:

1.2.3.1. Ensure that flight safety considerations take precedence over the requirements and guidance in this instruction.

1.2.3.1.1. Complete ground and flight training with minimum interruption and in the prescribed sequence. Exceptions to training sequence must be approved by the unit commander or designated training supervisor and documented in the Training Comments Record of the crew member's aircrew training record. Units will determine sortie length.

1.2.3.1.1. (AMC) Sequence of training waivers may be approved by 1 HS/CC or DO.

1.2.3.2. Develop and administer training programs.

1.2.3.2. (AMC) The operations group (OG)/commander (CC) is the approval authority for in-unit training waivers.

1.2.3.2.1. The primary method of qualification training is attendance at an AFCAT 36-2223, USAF Formal Schools course. In-unit training requires a waiver as directed by MAJCOM. (See paragraph **2.1.3.6.** for information required.) Use applicable formal school courseware for in-unit training. Units are not required to use courseware material requiring resources not available in the unit. When formal school courseware does not exist, the MAJCOM or NAF must ensure courseware is developed and standardized.

Courseware must parallel formal school courseware in format and content.

1.2.3.2.2. All aircrew members, medical flight crews, dedicated crew chiefs, and other personnel receiving incentive or hazardous duty pay for flying on H-1 helicopters must complete requirements in **Table 3.** and any required examinations prior to the first flight.

1.2.3.2.3. For active duty service commitments (ADSC) refer to AFI 36-2107, Active Duty Service Commitments (ADSC).

1.2.3.3. Identify training shortfalls through MAJCOM channels.

1.2.3.3. (AMC) Identify training shortfalls through 89 OSS/OST to HQ AMC/DOT.

1.2.3.4. Develop supplements as required. MAJCOM/DOT (or equivalent) will review and approve these supplements prior to publication.

1.2.4. **Training Officers:**

1.2.4.1. Implement the provisions of this instruction.

1.2.4.2. Inform commanders of factors adversely affecting aircrew training and currency requirements.

1.2.4.3. Coordinate with Safety and Stan/Eval offices to improve training and correct deficiencies.

1.2.4.3. (AMC) 1 HS/DOT will review quarterly trend information provided by 1 HS/DOV.

1.2.4.4. Identify areas requiring additional training and direct training accordingly.

1.2.4.5. Ensure training objectives are prebriefed, debriefed and evaluated to determine successful accomplishment.

1.3. **Definitions, Abbreviations and Acronyms.** Terms used in this instruction are explained in **Attachment 1**.

1.4. **Training Records and Reports.** Establish and maintain aircrew member's training records IAW AFI 11-202 volumes, 37-series instructions and appropriate MAJCOM directives.

1.4. (AMC) **Training Records and Reports.** Use AFSPC Training Folder Guide as a guide for training folder format and completion. Deviations from the AFSPC Training Folder Guide will be approved by 1 HS/DO and documented by 1 HS/DOT.

1.4.1. Initiate a training folder for:

1.4.1.1. Initial qualification, requalification or mission upgrade training.

1.4.1.2. Acceptance and Functional Check Flight certification.

1.4.1.3. Upgrade to next higher crew qualification.

1.4.1.4. Duty Familiarization for aircrew members.

1.4.1.5. Corrective action required as a result of a Q-3 evaluation, when a training folder is not already open. This requirement may be waived by the unit operations officer if corrective action is limited and would not warrant initiation of a training folder. If initiated, the flight examiner who evaluated the crew member will enter comments pertinent to the training deficiency on the Training Comments Record.

1.4.1.6. Any military member acting as an operational support flyer IAW AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*.

1.4.2. Do not insert training record forms into flight evaluation folders.

1.4.3. Active training records must be maintained in a location readily accessible to instructors, trainers, supervisory personnel, and the individual aircrew members in training.

1.4.4. Formal schools will forward training records to the gaining unit after the student completes training. Open training records must be handcarried to the gaining unit.

1.4.5. File and dispose of training records IAW AFMAN 37-139, *Records Disposition Schedule*, Table 36-44, Rule 1, which requires records to be destroyed 3 months after the completion of training.

1.4.6. For non-formal school units, the flying unit commander or operations officer will review open aircrew training records at least quarterly. The unit training officer must review open aircrew training records during the months the CC/DO review is not accomplished. Both reviews will evaluate training effectiveness, scheduling effectiveness, and student progress. All reviews/comments will be entered onto the Training Comments Record, signed and dated by the reviewing officer.

1.5. **Training Concepts and Policies:**

1.5.1. **Safety.** Training programs/missions will be designed to achieve the highest degree of mission readiness/capability consistent with flight safety and resource availability.

1.5.2. **Mission Scenarios.** Training must balance the need for realism against crew member capabilities and safety. Units will develop and maintain mission scenarios that will emphasize procedures and operations based on the unit's mission.

1.5.2. (AMC) Direct involvement in higher headquarters (HHQ) supported exercises is encouraged for realism and training benefit.

1.6. **Inflight Supervision:**

1.6.1. Level of flight supervision. Unless specifically directed, the unit commander determines the level of flight supervision required to accomplish the required training. Crew members in Initial Qualification Training (IQT) will fly under instructor supervision until completing the qualification evaluation. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. If, however, mission objectives require directed supervision, then a unit supervisor may be warranted. The unit commander or designated representative (e.g., operations officer) will review the training and evaluation records of newly assigned personnel to determine the training required for them to achieve Mission Ready (MR) or Basic Mission Capable (BMC) status. Previous assignments, formal training experience, and demonstrated performance should be taken into consideration.

1.6.1. (AMC) An instructor pilot (IP)/evaluator pilot (EP) will occupy a seat with a set of controls during all pilot qualification training. For contingency mission training of a remote and formation qualified mission pilot (MP), the instructor may sit in the cabin area, provided a contingency qualified mission flight engineer (MF) or mission copilot occupies the copilot seat.

1.7. **Continuation Training.** Commanders must ensure that flight training programs consider local conditions and individual capabilities to maximize training continuity. Crew member proficiency and competence vary and must be closely monitored at the unit level to ensure progression from basic skills to more advanced tactical employment. Effective training is founded on crew members' confidence in basic skills such as navigation, systems operation, night vision goggles (NVGs), formation, instruments, and low level. Training programs must include regular, recurring exposure to the fundamentals of the unit mission.

1.7.1. Crew members will not be required to accomplish ground and/or ancillary training except as required by this instruction and/or AFI 36-2201, Developing, Managing and Conducting Training.

1.7.2. Training Cycle. The crew member training cycle is 12 months, January through December, and the ground training cycle is in accordance with paragraph **4.2.** Units will complete training requirements during the appropriate training cycle unless specifically noted otherwise.

1.7.3. Sortie/event accomplishments at night may be credited toward similar day requirements.

1.7.3. (AMC) Credit day requirements only after night requirements have been fulfilled. Total events required will not be reduced.

1.7.4. Except as noted in **Table 4.**, NVG sortie/event accomplishments may be credited toward similar night unaided requirements.

1.7.5. Any instructor pilot (IP)/instructor flight engineer (IF) qualified in the task can conduct initial and recurring helicopter training in like tasks for Operational Support Flyers.

1.7.6. (Added-AMC) (Sortie profiles may span more than one flight, provided all required items and events are completed prior to crediting the profile.

1.8. **Crew Member Utilization Policy:**

1.8.1. Unit Aircrew Capability. OG/CC will determine unit aircrew capabilities based on the unit's mission (i.e., Basic Airlift Qualification (BAQ), BMC, or MR).

1.8.2. Commanders and Key Staff Course. If a senior officer does not maintain BAQ, BMC, or MR status, then completion of a helicopter Commander and Key Staff Course is required before the senior officer is authorized to perform pilot duties (including indoctrination flight program). The primary method of completion is at the formal school. The alternate method of training is in-unit (if primary method is not available) using formal school courseware adapted to local training resources. The alternate method of training requires MAJCOM/DO waiver. Completion of this course does not assign a qualification or currency requirement, since the course is merely an orientation to USAF helicopter operations and capabilities. Senior officers will not be designated in command and will fly with instructor pilots only. Passengers are not authorized when senior officers are in control of the aircraft.

1.9. **Sortie Allocation Guidance.** Sortie allocation priority will be assigned by the unit commander/ operations officer. Supervisory Aircrew Personnel Training:

1.9.1. Colonels and above. See paragraph **1.8.2.**

1.9.2. Lt Col and below, below MAJCOM level. Individuals must be trained to the appropriate status as determined by the unit commander. The qualification for crew members assigned at

NAF level will be determined by the NAF functional manager for H-1 operations. Individuals must meet or exceed all initial and recurring training requirements for the unit to which the individual is assigned.

1.9.3. Lt Col and below at the MAJCOM level. Incumbents to rated position indicator (RPI) 8 positions must comply with AFI 11-202, Volume 1 and MAJCOM guidance. Individuals in the indoctrination flying program have no qualification or currency requirements.

1.10. Intra/Intercommand Transfer of Aircrews. Aircrew mission qualifications/certifications may be accepted at the discretion of the gaining unit commander. The gaining unit commander determines what training, if any, is required for newly assigned personnel.

1.11. Intra/Intercommand Aircrew Training. Aircrew members may perform flying duties at H-1 units outside their assigned command. Duty familiarization training must be accomplished IAW paragraph **1.12.** The visiting aircrew member's mission qualifications must be equivalent to the qualification requirements for the planned mission at the TDY location in order to perform aircrew duties on operational missions. Additional requirements may be identified by unit commanders or operations officers before TDY aircrew members act as primary crew members on operational or training missions. This provision allows instructors to perform aircrew training or students to receive flying training at units outside their assigned MAJCOM. Follow guidance for in-unit training programs as directed in this instruction to include waiver requests if applicable.

1.12. Duty Familiarization Training When TDY. Crew members and operational support flyers (OSFs) must receive a duty familiarization flight and local area orientation briefing before performing other training or operational missions. This will include, as a minimum, review of published local procedures. Additional requirements may be identified by the mission commander or aircraft commander, as applicable. EXCEPTION: The following personnel are exempt from the above requirements: higher headquarters supervisory personnel not flying in command of the aircraft, higher headquarters standardization personnel, aircrew prosecuting and familiar with recurring operational support (National Aeronautics and Space Administration (NASA) support), and search and rescue (SAR). This exemption does not relieve TDY crew members from the responsibility of familiarizing themselves, as much as practical, with the local environment.

2. Initial Qualification Training:

2.1. **General.** Initial Qualification Training (IQT) is the training necessary to initially qualify a crew member in a basic crew position to perform flying duties without regard to the unit's operational mission. This is the minimum requirement for BAQ.

2.1.1. IQT Methods. Aircrew members will attend the applicable IQT course conducted at the formal school (58 SOW, Kirtland AFB NM).

2.1.2. IQT for Senior Officers. All formal training courses for senior officers (Colonel selectees and above) require MAJCOM approval. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives.

2.1.3. Obtain MAJCOM DOT (or equivalent) waiver for any in-unit IQT. All units performing in-unit IQT will:

2.1.3.1. Ensure students meet the minimum flight experience or hour requisites as established by the MAJCOM for each aircrew position.

2.1.3.2. Ensure successful completion of the ground and flying training requirements pre-scribed in this section. Crew members must complete all applicable ground training require-ments listed in **Table 3.** before the initial qualification flight evaluation.

2.1.3.3. Ensure successful completion of the written qualification examination and qualifica-tion flight evaluation according to AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program* and AFI 11-2H-1, Volume 2, *H-1 Aircrew Evaluation Criteria.*

2.1.3.4. Identify and take appropriate action to determine the disposition of students failing to meet the above requirements.

2.1.3.5. Successful completion of IQT requires the upgrading crew member to complete an aircraft qualification evaluation IAW AFI 11-202, Volume 2 and AFI 11-2H-1, Volume 2.

2.1.3.6. When requesting approval to conduct IQT, units will include the following informa-tion:

2.1.3.6. (AMC) Forward all IQT waivers to HQ AMC/DOT through 89 OSS/OST and 89 OG/CC.

89 OSS/OST will forward a courtesy copy of all waivers to 21 AF/DOT.

2.1.3.6.1. Justification for in-unit training in lieu of formal school training.

2.1.3.6.2. Name, grade, organization of individual receiving training.

2.1.3.6.3. Summary of the individual's flying experience.

2.1.3.6.3.1. Present crew qualification, including restrictions.

2.1.3.6.3.2. Total flying time and MDS time (including instructor and evaluator time, if applicable).

2.1.3.6.4. Crew qualification to which aircrew member is qualifying or upgrading.

2.1.3.6.5. Date training will begin and expected completion date.

2.1.3.6.6. Requested exceptions to formal course syllabus, with rationale.

2.1.3.6.7. Requesting unit point of contact, duty address, and duty phone.

2.1.3.7. (Added-AMC) Attempt to schedule a different instructor for the recommendation sor-tie and the evaluation sortie for each phase of training during which an evaluation is required.

2.2. **Prerequisites.** Prospective aircrew members must meet formal training course prerequisites established by the Education and Training Course Announcement (ETCA) and the AETC formal course syllabus.

2.3. **Ground Training.** Ground training may be tailored to the individual's background and experi-ence or unique local conditions. Available and current reference materials such as formal school courseware, instructor guides and audiovisual programs, should be used as supporting materials to the maximum extent possible.

2.4. **Flying Training:**

2.4.1. Objectives. Formal course syllabi defines objectives and task requirements.

2.4.1.1. Additional training events may be incorporated into the IQT program based on stu-

dent needs, proficiency and background. The flying unit commander is the approval authority for additional training events. All additional training events must be programmed prior to training initiation.

2.4.1.2. Commanders may approve additional training flights for upgrades which must deviate from the approved training schedule or when an aircrew member encounters extensive breaks in flight training. The commander or operations officer will annotate on the training comments record of the aircrew training record the justification for additional flights and the number of additional flights scheduled. Aircrew members requiring additional training because of performance/knowledge-based deficiencies may not be scheduled for additional flights under the provisions of this paragraph. Refer to formal school guidance for training requirements to clear deficiencies.

2.4.1.3. Additional training due to student non-progression is available within the constraints of the course syllabus. As a guide, units should use the AETC decision logic tables to determine appropriate additional events.

2.4.2. Flow. Mission sequence and prerequisites will follow the formal course syllabus flow chart.

2.4.3. In-Unit Training Duration. In-unit training will be completed within 120 calendar days of the beginning of the flying training. Training time starts with the first training/simulator flight. Training may be continued after 120 days but MAJCOM DOT or equivalent must be notified of failure to complete training within the prescribed time. Include crew member's name, rank, reason for delay, planned action and estimated training completion date.

2.5. Initial Training for Flight Surgeons.

2.5.1. Prerequisites. Flight surgeons must complete all applicable ground training requirements listed in **Table 3.** before the first scheduled flight.

3. Mission Qualification (MQT) and Certification Training. Training necessary to qualify a crew member in a specific aircrew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status. Crew members will receive sufficient training to perform mission requirements, as directed by the unit commander.

3. (AMC) Mission Qualification Training (MQT) and Certification Training. For purposes of this instruction, the terms "qualification training" and "qualify" will include training required for certifications.

3.1. **General.** This section outlines the training requirements for mission qualification for pilots, flight engineers and flight surgeons. This section does not apply to aircrew members maintaining basic aircraft qualification only, unless directed by MAJCOM.

3.2. **Certification versus Qualification. Table 1.** identifies mission qualifications and certifications. Qualifications require flight evaluations. Certifications do not require evaluations (but may be evaluated as part of a SPOT, No-Notice, or recurring evaluation) and are documented on the AF Form 1381, USAF Certification of Aircrew Training. For mission items not included in the table, if an evaluation is required by the formal school program, it is a qualification.

Table 1. Qualifications Versus Certification.

Qualifications	Certifications
AIE Fast Rope (FE)	AIE Non-Hoist (Pilot)
AIE Hoist	FCF (Aircraft Commander, Co-pilot or FE)
AIE Rappel (FE)	Fire Bucket
AIE Rope Ladder (FE)	NVG Low Light
Formation (P)	NVG Scanner (Pilot)
NVG	Para-Drop
Remotes	Sling Operations
TAC/Low Level	Day Water Operations

   3.2.1. MQT Methods. Aircrew members should attend the applicable initial MQT course conducted at the formal school (58 SOW, Kirtland AFB NM) whenever possible. In exceptional circumstances, when training at the formal school is not available within a reasonable period of time, MAJCOMs or NAFs will establish in-unit MQT programs based upon formal school courseware. Document these programs in the appropriate MAJCOM supplement to this instruction. The remainder of this section applies to those in-unit training programs.

3.3. **Prerequisites.** Unless otherwise dictated by formal school courseware, aircrew members must complete IQT before starting MQT. In addition to the ground training associated with the MQT syllabus, the crew member must complete the applicable ground training listed in **Table 3.** before the mission qualification flight evaluation.

   3.3.1. NVG Qualification. Unless otherwise dictated by formal school courseware, aircrew members must attend formal school ground training before beginning initial NVG qualification. In addition, pilots who are not Day Tactical qualified must receive ground training and demonstrate proficiency in tactical map preparation prior to the course. Crew members must be remote qualified (or in remote qualification training) before beginning NVG remote upgrade training. Crew members initially qualifying in NVGs in-unit will attend an approved lab (58 SOW, Armstrong Labs, or Fort Rucker) before or during IQT.

   3.3.1. (AMC) Crewmembers initially qualifying in NVGs in-unit may complete ground training in-unit, provided Air Force Research Labs (AFRL) courseware is used. This training may only be given by AFRL certified NVG ground instructors and meets the requirement for IQT ground training at approved NVG labs. Accomplish the NVG lab within 1 year of and prior to an individual's first NVG upgrade training flight for an initial NVG qualification. The NVG lab must also be accomplished within 1 year and prior to the first requalification training flight for an individual who has been unqualified in goggles for more than 5 years.

      3.3.1.1. NVG instructors must accumulate 50 hours of NVG primary/secondary time before performing in-flight NVG instruction. MAJCOMs may allow OG/CC's to waive this requirement to no lower than 25 hours.

      3.3.1.1. (AMC) 89 OG/CC may waive the 50 NVG hour requirement for instructors down to not less than 25 hours on a case-by-case basis.

      3.3.1.2. There are two categories of NVG qualification. NVG mission qualification (NMQ) only includes operations in ambient light conditions equal to or exceeding 20 percent equiva-

lent moon illumination (EMI). Crew members must be low light certified (LLC) before flying on sorties where less than 20 percent EMI will be encountered.

3.3.1.3. NVG training will not be conducted with less than 5 percent EMI.

3.4. **Duration of Training.** MQT will be completed within 120 calendar days after the individual's completion of IQT or arrival on station following off station IQT. Notify the MAJCOM DOT or equivalent of failure to complete training within the prescribed time. Include crew member's name, rank, reason for delay, planned action and estimated completion date.

3.5. **Ground Training.** Units will develop blocks of instruction covering areas pertinent to the unit mission as determined by the unit commander. Formal school training syllabi must be used if available. When formal school courseware does not exist, units may develop appropriate courseware. Courseware must be approved by NAF or MAJCOM. Training accomplished during IQT may be credited towards this requirement.

3.6. **Mission Flying Training:**

3.6.1. In-Unit Training Programs. Approved in-unit qualification training must be accomplished according to the following guidance:

3.6.1.1. Use applicable formal school courseware for in-unit training. Instructions and technical orders take precedence over courseware. Units are not required to use courseware material and examinations requiring resources available only at the formal school or material unique to the formal school flying area. When formal school courseware does not exist, develop training syllabi using a building block approach listing prerequisite ground and flying training requirements for each flight. Flights will be listed on appropriate formal school forms, including required proficiency levels (RPL). The unit will determine sortie lengths. NAF or MAJCOM must develop or approve all training syllabi. Flying training lessons will be completed in the prescribed sequence, unless waived by the unit commander or designated training supervisor.

3.6.1.2. In addition to the ground training associated with the upgrade courseware, complete the applicable ground training described in **Table 3.** before beginning the qualification flight evaluation.

3.6.1.3. Written Examinations. Complete the mission qualification written examinations associated with the mission flight evaluation according to AFI 11-202, Volume 2 before beginning the mission qualification flight evaluation.

3.6.2. H-1 Difference Qualification. Difference qualification (formerly interfly) training is designed for H-1 series qualified crew members requiring qualification in the other series H-1 aircraft. Qualified H-1 crew members may obtain difference qualification between H-1 series aircraft using formal school initial qualification flight training syllabus and proficiency advancing as required to tailor the training to the individual. Training will highlight differences between the series. Ground training will include as a minimum: hands-on egress training; a full discussion of the flight manual with emphasis on emergency procedures, limitations, and aircraft systems; and series-specific instrument procedures. Complete qualification examinations and evaluations according to 11-series instructions. Mission qualifications and certifications transfer between H-1 series aircraft.

3.6.3. Mission Evaluation. This sortie will be flown IAW AFI 11-202, Volume 2 and AFI 11-2H-1, Volume 2, MAJCOM Supplements and local standardization/evaluation criteria on any mission representing the unit's primary mission tasking.

4. Continuation Training (CT). Training in which aircrew members already qualified in their respective aircrew positions maintain their assigned level of proficiency. This section provides guidance for maintaining currency. Currency requirements may be satisfied when the individual is current and qualified in the aircraft MDS or when an individual is non-current and flying with an instructor at the instructor's discretion. Current and qualified individuals in an upgrade may credit events accomplished in the upgrade towards continuation training at the discretion of the instructor. Events accomplished on satisfactory evaluations may be credited toward currency requirements. MAJCOMs that have a Copilot Indoctrination to Aircraft Commander program may also credit events accomplished towards continuation training at the discretion of the instructor. MAJCOM supplements may allow provisions for the OG/CC to waive ground and flying continuation training.

4. (AMC) CT. Copilots may occupy the right seat under the supervision of an IP in the left seat during right seat orientation for the aircraft commander upgrade. The first right seat training flight will include a familiarization of right seat procedures, switch locations, and as a minimum, will cover transition maneuvers and simulated emergency procedures. Copilots may log events for quarterly currency (listed in **Table 4.**) but may not receive periodic evaluations in the right seat. Waiver authority for ground and CT is 89 OG/CC.

4.1. **Aircrew Status.** Crew members are assigned to either MR, BMC, or BAQ status. The continuation training program provides aircrew members with the volume, frequency, and mix of training necessary to perform unit missions. Accomplishing the minimum number of required events only ensures currency. Individual proficiency may require a greater number of events. Unit commanders will ensure all aircrew members receive sufficient event intensive training to maintain proficiency.

4.1.1. MR/Combat Mission Ready (CMR). A mission ready aircrew member is defined as one who has satisfactorily completed training prescribed to be fully qualified to perform a command or unit's operational mission (see **Table 2.**) and maintains all currency requirements. The aircrew member must be available for operational taskings and deployments (as applicable).

4.1.2. BMC. A BMC aircrew member must satisfactorily complete training prescribed to be fully qualified to perform at least one of the unit's operational missions but does not maintain MR status. The aircrew member must be able to attain full qualification in the unit's mission(s) within 30 days. MAJCOM supplements may extend this requirement to up to 45 days depending on mission requirements.

4.1.3. BAQ. The BAQ aircrew member must satisfactorily complete initial qualification training to be qualified to perform aircrew duties in the unit's aircraft. The aircrew member must complete basic qualification flying currency requirements prescribed in this instruction.

4.1.4. Specialized Training. Specialized training is training in special tactics or events as directed by MAJCOM. This training may be conducted in conjunction with IQT, MQT, or CT.

Table 2. Mission Capabilities.

Operational Mission:	Notes	AFSPC				AETC		AMC	AFMC	AFSOC	PACAF
		37 HF	40 HF	54 HF	76 HF	36 RQF	512 RQS	1 HS	40 FTS	6 SOS	459 AS
Remote	1,2,3	x	x	x	x	x	x	x	x	x	x
Day Tactical	2,3	x	x	x	x	x	x			x	
NVG Remote	2,3	x	x	x	x	x	x	x		x	
Formation	3	x	x	x	x	x	x	x		x	x
Cargo Sling	3				x	x	x		x	x	
Fire Bucket	3				x				x		
Day Water Ops	2,3				x	x			x	x	

Notes:

1. Remote includes both day and night unaided operations.

2. Includes AIE as applicable to unit capabilities. Crew members must maintain currency in AIE methods in which they are qualified.

3. Units determine crew members who maintain qualifications/certifications and currency in missions.

4.2. **Ground Training. Table 3.** lists required flight related ground training. Unit commanders may add additional training to meet specific unit requirements.

4.2.1. Training Currency and Due Date:

4.2.1.1. Unit commanders may elect to align ground training reference dates for their unit using any of the following options:

4.2.1.1.1. Birth month.

4.2.1.1.2. Ground training requirement due dates by subject.

4.2.1.1.3. Currency reference month.

4.2.1.2. The end of the 6-month period established by the commander will be the reference date. Reference dates for each subject should remain fixed and will be established in writing and on file in the unit training office. Do not exceed a period of 17 months (to the end of the month) when converting from one method to another, or after initial qualification or requalification.

4.2.2. Outprocessing Requirements. Units will develop procedures to ensure flight and training records screening during unit out-processing. The screening should normally be accomplished in sufficient time to ensure discrepancies are rectified prior to PCS. Additionally, all personnel departing to short tour areas must be scheduled by the losing organization for simulator, physiological, and other training as appropriate, to minimize unnecessary TDYs from short tour areas.

4.2.3. Periodic Training Requirements. The training requirements shown in **Table 3.** (except for physiological and flight physical) are not required for those crew members who will terminate flying status IAW AFI 11-202 Volume 1. Training requirements apply if the individual transfers to another command as an aircrew member.

4.2.3.1. One Time Training:

4.2.3.1.1. Combat/Water Survival Training. Aircrew members must attend Combat Survival Training (SV-80-A) and Water Survival Training (SV-90-A) IAW AFI 11-301, Aircrew Life Support (ALS) Program. Refer to AFI 11-301 and MAJCOM guidance. (NOTE: Flight Surgeons (FS) need only attend a USAF School of Aerospace Medicine course.)

4.2.3.1.2. Underwater Egress Training (UET). Refer to AFI 11-301 and MAJCOM guidance. This training is required for all aircrew members. Training should include helicopter emergency egress device (HEED) training. Flight Surgeons, aerial photographers and operational support flyers must attend if frequent overwater flights are required. The training code for flight surgeons, AP and OSF for this event is "O."

4.2.3.1.3. Functional Check Flight (FCF) Certification. All crew members must complete FCF training before acting as primary crew members on FCFs. A FCF-certified instructor must complete and certify the training. Certification does not expire as long as basic aircraft qualification is maintained.

4.2.3.1.3. (AMC) Select FCF pilot candidates, using the technical knowledge criteria and flying experience hour requirements for IP candidates (Ref AFI 11-2H1-V1 **5.3.4.** and **5.3.5.**).

4.2.3.1.4. Parachute Drop Certification. Pilots and flight engineers must complete MAJCOM or NAF approved training before acting as primary crew members for parachute drops (static or free fall). An instructor in the same crew position certified in parachute drops must complete and certify the training. Certification does not expire.

4.2.3.1.5. NVG Scanner Certification. (Pilots only). Pilots acting as NVG scanners must at a minimum be NVG copilot qualified and complete NVG scanner training before acting as scanners on NVG flights without a qualified flight engineer or pilot scanner in the cargo compartment. Use MAJCOM or NAF-approved courseware. Certification does not expire as long as NVG qualification is maintained. Training must be provided by a NVG scanner certified instructor (pilot or flight engineer) and documented in AFORMS.

4.2.3.1.6. Non-Hoist Alternate Insertion/Extraction. Use MAJCOM or NAF approved courseware for non-hoist AIE (rappel, fast rope and rope ladder). Flight engineer initial training will include at least one "live" event with a qualified instructor. Flight engineers require a flight evaluation for each non-hoist AIE method. Qualification/certification does not expire as long as currency is maintained. If currency expires, the individual must demonstrate competency to a qualified instructor.

4.2.3.1.7. FS/Medical Technicians (MTs) Non-Hoist AIE Certification. MTs on operational support flying status and flight surgeons are authorized to perform duties requiring their insertion/extraction using local unit AIE methods (hoist, rope ladder, and/or rappel) provided appropriate training is conducted. Units are required to ensure initial training is completed prior to operational and currency training flights involving applicable AIE methods/equipment. Certification does not expire as long as currency is maintained. If currency expires, the individual must receive refresher training and demonstrate competency to an instructor flight engineer.

4.2.3.1.7.1. Conduct all Med Tech and Flight Surgeon hoist, rope ladder, ground and flight training with a qualified instructor IAW formal school or NAF approved courseware.

4.2.3.1.8. Cargo Sling/Fire Bucket Certification. Pilots and flight engineers must complete MAJCOM or NAF-approved training before acting as primary crew members for cargo sling or fire bucket operations. Individuals will be cargo sling certified before becoming certified in fire bucket operations. An instructor in the same crew position certified in cargo sling/fire bucket operations must complete and certify the training. Certification does not expire as long as currency is maintained.

4.2.3.1.9. Day Water Operations Certification. Pilots and flight engineers must complete MAJCOM or NAF-approved training before acting as primary crew members on day water operations. Individuals will be day remote qualified before becoming certified in day water operations. An instructor in the same crew position qualified in day remote operations and certified in day water operations must complete and certify the training. Certification does not expire as long as currency is maintained.

4.2.3.1.10. Low Light Certification (LLC). Pilots and flight engineers must complete MAJCOM or NAF-approved training (consisting of a minimum of 2 flights) before acting as primary aircrew members on NVG missions with less than 20 percent EMI. An NVG qualified instructor in the same crew position must complete and certify the training. Certification does not expire as long as NVG qualification is maintained.

4.2.3.1.10. (AMC) Low Light Certification may be conducted in conjunction with NVG qualification training.

4.2.3.2. Upon PCS/PCA. Where applicable, the requirements listed below are satisfied if accomplished at a formal school in conjunction with a PCS/PCA.

4.2.3.2.1. **Duty Familiarization/Theater Indoctrination Training.** Pilots and flight engineers will fly with an instructor until this training is complete. All aircrew members and operational support flyers will complete this training before scheduling normal flights (except in emergencies or for actual rescue missions). Training will consist of ground and flight phases. Use MAJCOM or NAF-approved courseware. As a minimum, training will include:

4.2.3.2.1.1. Fire Extinguisher Training (all crew members, including flight surgeons and operational support flyers). Refer to AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program.* Training should include hands-on ramp and aircraft fire extinguishers.

4.2.3.2.1.2. Marshaling Exam (N/A for flight surgeons and operational support flyers). Refer to AFI 11-218, *Aircraft Operation and Movement on the Ground.* Complete the written exam.

4.2.3.2.1.3. Mast Bumping Training (Pilot and FE). View the US Army video tape "Mast Bumping, Causes and Prevention," #TF46-6077 or the computer aided training equivalent.

4.2.3.2.1.4. Initial Pyrotechnics Training (N/A for flight surgeons and operational support flyers). AFMAN 91-201, Explosive Safety Standards, outlines the training

requirements for personnel who come in direct contact with explosives, such as pyrotechnics. Units maintaining pyrotechnics (beyond those for life support) will provide all crew members with pyrotechnic training covering the types of pyrotechnics carried aboard unit aircraft and storage, loading, launch, and safety requirements. Comply with provisions in TOs 11A10-24-7, 25-7, and 26-7. Instructors will be thoroughly familiar with AFOSH standards, TO guidance, the formal school syllabus, and 11-series instructions. Accomplish any required flight training after ground familiarization.

4.2.3.2.1.5. Local Area Orientation. As a minimum, cover hazards, no fly areas, airports, navaids, arrival and departure procedures, traffic patterns, reporting procedures and helicopter training and landing sites.

4.2.3.2.1.6. Mission Requirements Orientation. Cover specific mission support requirements.

4.2.3.2.1.7. Local Area Survival Training. Refer to AFI 11-301 and MAJCOM directives.

4.2.3.2.1.7. (AMC) 89 OSS/OST Combat Survival Training or briefing conducted by 89 OSS/OST or 1 HS life support technicians satisfies the requirements for LS01, Local Area Survival Training (LAST).

4.2.3.3. Once every 5 years:

4.2.3.3.1. Physiological Training. Required every five years. Refer to AFI 11-403, *Aerospace Physiological Training Program*. The chamber flight is required for all aircrew members IAW AFI 11-403. Operational support flyers who will not fly above 10,000 feet MSL do not require this training. Crewmembers and operational support flyers must attend physiological training on the date that is on their AF Form 702 and AF Form 1274 (orange card). If any questions regarding due dates during this transition phase, call the nearest Aerospace Physiological unit.

4.2.3.3.2. Deleted.

4.2.3.4. Once Every 2 Years:

4.2.3.4.1. Combat Arms Training and Maintenance (CATM). IAW MAJCOM guidance.

4.2.3.4.1. (AMC) Combat Arms Training and Maintenance (CATM) training is not required for 1 HS crews.

4.2.3.4.2. Crew Resource Management (CRM). Refer to AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Failure to complete this training within 24 months results in grounding status for pilots, flight engineers, aerial gunners and aerial photographers. CRM training is a one-time requirement (in their Primary Aircraft Assigned) for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders. The training will be conducted using MAJCOM approved courseware. Document CRM completion in AFORMS.

4.2.3.4.2. (AMC) Cockpit/Crew Resource Management refresher may be credited after completion of simulator training at 58 SOW.

4.2.3.4.3. Simulator Refresher Training. Failure to complete this training within 24 months results in grounding status for pilots and flight engineers. Training will emphasize recognition and reaction to emergency procedures and crew coordination (CRM).

4.2.3.4.3. (AMC) Aircrew members who are qualified or requalified to the BAQ level at the formal schoolhouse or in-unit have met their 24-month training requirements for simulator refresher training. Formal schoolhouse upgrades with simulator time emphasizing EP's and Cockpit/Crew Resource Management also fulfills this 24-month requirement. The date completed will be the date of graduation from the course. Simulator refresher training may be credited 1 EP sortie, 1 NVG sortie (if flown), 1 precision and 1 nonprecision instrument approach (if flown), and 6 hours of systems refresher training.

4.2.3.5. Once Every 17 Months. Refer to applicable source instructions listed in **Table 3.**

4.2.3.5.1. Instrument Refresher Course. Complete the Instrument Refresher Course (IRC) in the same phase period as the instrument evaluation. Comply with AFMAN 11-210, *Instrument Refresher Course (IRC) Program*.

4.2.3.5.2. FCF Exam. IAW MAJCOM guidance.

4.2.3.5.3. Flight Surgeon Exam. Complete the open or closed book exam as required by AFI 11-202, Vol. 2.

4.2.3.6. Annual Requirements:

4.2.3.6.1. Air Operations Security/Anti-Hijacking. Unit training sections will ensure all aircrew members and operational support flyers receive anti-hijacking training to cover both standard Air Force and local procedures. Document training in AFORMS.

4.2.3.6.2. Law of Armed Conflict (LOAC). Refer to AFI 51-401*, Training and Reporting to Ensure Compliance with the Law of Armed Conflict*.

4.2.3.6.3. Deleted.

4.2.3.6.4. Flight Records Review. Crew members and Operational Support Flyers (OSFs) will review their flight records with the host operations resource management (HOSM). This review must be documented in the member's flight records and AFORMS.

4.2.3.6.5. Ground Egress. Refer to AFI 11-301 and MAJCOM guidance. Aircrew members and operational support flyers will receive ground egress training. Training will emphasize primary and secondary exits and include a discussion of procedures in the event of unusual landing attitude, fire, injury, and water landing.

4.2.3.6.6. Life Support Equipment. Refer to AFI 11-301 and MAJCOM guidance. Training will be conducted by life support personnel and will include hands-on training of the contents of the life support vest and emergency survival gear carried on the aircraft. Med techs are the only OSFs requiring this training.

4.2.3.6.7. Pyrotechnics Refresher. Units using pyrotechnics must conduct ground training before flight training. Review types and use of pyrotechnics applicable to the unit and safety and storage considerations. This training does not include pyrotechnics maintained in the survival vest.

4.2.3.6.8. Deleted.

4.2.3.6.9. UET Refresher. Refer to AFI 11-301 and MAJCOM guidance. All crew members and operational support flyers with an overwater mission requirement will complete annual refresher UET and HEED training. In-water training conducted by life support personnel is preferable to video tapes (Seconds to Live: PIN #606040-DF, HEED II: PIN # 802514).

4.2.3.6.10. Tow Team Member. IAW MAJCOM guidance.

4.2.3.6.10. (AMC) (AC12) Aircrew members that are designated as tow team members must annually participate in a towing operation under qualified supervision.

4.2.3.6.11. Refuel Supervisor. IAW MAJCOM guidance.

4.2.3.6.11. (AMC) (AC13) Refueling supervisor must annually participate in a refueling operation under qualified supervision.

4.2.3.6.12. NVG Refresher Training. Required by AFI 11-202, Vol 1. Use formal school or Armstrong Laboratory approved courseware.

4.2.3.6.13. Systems Refresher Training. Systems Refresher Training requires a minimum of 6 hours ground training annually. The training will cover selected aircraft systems and procedures. Instructional media for systems refresher should include a mix of lecture and discussion and static aircraft time. Use experienced helicopter crew members or maintenance specialists for subsystem training. Units will establish a system to document training for each crew member.

4.2.3.6.14. Flight Physical. Refer to *AFI 48-123, Medical Examination and Standards*. All aircrew members (including active-operational support personnel) on flying status will receive an annual flight physical within 6 months preceding the last day of their birth month. The standard limitation is within 3 months, but TDY and other extenuating circumstances may allow this to be extended out to 6 months.

4.2.3.6.15. (Added-AMC) Antiterrorism Training. Complete the Level 1 Antiterrorism Training annually IAW AFI 31-210, *The Air Force Antiterrorism/Force Protection Program Standards*.

4.2.3.6.16. (Added-AMC) (AMC). Fire Extinguisher Training. View the video or attend the training annually.

4.2.3.6.17. (Added-AMC) Chemical Defense Refresher Training. Complete the training annually with qualified instructor personnel.

4.2.3.7. Once every 3 years.

4.2.3.7.1. Low Threat Survival Training (LTST). Refer to AFI 11-301 and MAJCOM directives.

4.2.3.7.1. (AMC) (G010) 89 OSS/OST Combat Survival Training satisfies the requirements for LS11, Low Threat Survival Training (LTST).

4.2.4. Training Codes. G = grounding--the crew member may not perform flight duties with the event not completed. N = nongrounding--the crew member may perform flight duties with the event not completed and may maintain MR or BMC status depending on unit commander guid-

ance. O = other restrictions--the crew member may perform flight duties with the event not completed or overdue under the condition the mission profile does not include the specific event.

4.3. BAQ Continuation Training Requirements:

4.3.1. Flying Currency Requirements. Crew members must comply with the requirements listed in **Table 4.**. Currency requirements are minimums. If a crew member goes non-current for a BAQ flying event, refer to paragraph **4.7.**

4.3.1.1. Additional Requirements. Units may specify additional currency requirements for flight surgeons, medical technicians and other OSFs based on local requirements. Use XM_ _ identifiers. All additional training requirements must be approved by MAJCOM or NAF.

4.4. Mission Capable (MC) Continuation Training Requirements. Pilots, flight engineers and aerial gunners will comply with the requirements listed in **Table 5.**. along with any ground training items required for MC status as determined by the unit commander. Aircrew members who are current in BAQ events, but not in MQT events are considered BAQ and will not be authorized to perform the applicable mission event(s). Specific requirements for each event are listed in **Table 6.**.

4.4.1. NVG Requirements. Complete an NVG sortie every 60 days. If unaided night training is to be accomplished on NVG sorties, comply with unaided night flying directives.

4.4.1.1. **MR Continuation Training Requirements.** Crewmembers will accomplish the requirements in **Table 5.** and **Table 6.** Except where specified, failure to accomplish these requirements will not affect crew qualification, but will preclude flying in that crew qualification until delinquent continuation training requirements are accomplished with a qualified instructor. Completion of delinquent continuation training requirements to become recurrent may be credited towards continuation training requirements for the current training period at the discretion of the instructor.

4.5. **Continuation Training for FS and OSFs** . FS and MTs will accomplish the requirements in **Table 7.**. Except where specified, failure to accomplish these requirements will not affect crew qualification, but will preclude flying in that crew qualification until delinquent continuation training requirements are accomplished with a qualified instructor. Events performed to clear delinquent requirements may be credited to satisfy current training requirements at the instructor's discretion. Other OSFs will comply with MAJCOM directives.

4.6. **Difference Qualification.** Crew members authorized by their MAJCOM to maintain difference qualification will be qualified and current IAW AFI 11-202 Vol 1 and this instruction.

4.7. **Multiple Qualification/Currency Requirements.** Crew members authorized by their MAJCOM to maintain currency in multiple aircraft (to include series) must perform an equitable distribution of events in each aircraft. As a minimum, one emergency procedure sortie will be flown in each aircraft per quarter and pilots will fly each aircraft at least once every 45 days.

4.8. **Recurrency/Requalification:**

4.8.1. Recurrency Training. Currency expires at the end of the phase period in which the event was not accomplished. Quarterly/semiannual events are delinquent on the first day of the next quarter/semiannual period. Forty-five and 60-day requirements are non-current on the 46th and 61st days following the event, respectively. (Example: An NVG sortie flown on 31 Dec [365th

Julian day] satisfies currency for the event through the 60th Julian day. If no other NVG sorties were credited, the individual would be non-current for an NVG sortie on the 61st Julian day.)

4.8.1.1. Non-currency status in any basic qualification requirement precludes unsupervised flight in all areas. Loss of mission event currency precludes unsupervised flight for the specific mission. Aircrew members delinquent in currency requirements must fly under the supervision of an instructor and perform sufficient repetitions of each delinquent item to demonstrate proficiency in all non-current events. Events performed to clear delinquent requirements may be credited to satisfy current training requirements at the instructor's discretion.

4.8.1.1. (AMC) Passengers will not be carried when a noncurrent or unqualified crewmember occupies a seat with a set of controls.

4.8.1.2. Crew members non-current for over 6 months are unqualified. Comply with requirements of paragraph **4.8.2.**

4.8.2. Requalification Training. Qualification expires 6 months after loss of currency, when a flight evaluation expires, or when an evaluation is graded Q-3. Complete training IAW AFI 11-202, Vol. 1.

4.8.2.1. Instructor Requalification. For aircrew members previously instructor qualified, use formal school initial instructor upgrade syllabus and proficiency advance as appropriate to obtain/regain proficiency in H-1 instructor duties and responsibilities. Conduct training in-unit (no waiver required) or at the formal school. Complete an instructor flight evaluation which includes as a minimum, a representative sampling of basic qualification and mission events. At the discretion of the unit commander, aircrew members previously qualified as instructors in the Mission Design Series (MDS) (within 5 years) may requalify as instructors concurrent with the basic requalification. Tailor the requal training and evaluations to include instructor duties and responsibilities.

4.8.3. Prorated Training Requirements. Units may reduce requirements for aircrew members who are not available for flying duties for more than 15 days in a training period (for example, PCS, non-flying TDY, Duty Not Including Flying (DNIF), emergency leave, etc.). Use **Table 8.** to calculate the number of sorties and events required. Do not prorate training requirements to less than one event. Proration will be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.8.3.1. Units will ensure aircrew members who enter continuation training after the start of a training period accomplish a prorated share of required events based on the number of full calendar months in the training period.

Table 3. Aircrew Requirements Summary

Requirement	Code	ID (3)	Source	P	F E	AG	AP	FS	MT	OSF	Phase Period
One Time Training											
Combat Survival	G	SS20	AFI 36-2209/11-301	x	x	x	x	x			none
Water Survival	G	SS32	AFI 36-2209/ 11-301	x	x	x	x	2	2	2	none
UET	G	SS30	AFI 36-2209/ 11-301	x	x	x	2	2	2	2	none
FCF Certification	N	T003	this doc	x	x						none
Para-Drop Certification	O	T004	this doc	x	x						none

Requirement	Code	ID (3)	Source	P	F E	AG	AP	FS	MT	OSF	Phase Period
NVG Scanner Cert.	O	T005	this doc	x							none
Non-Hoist AIE	O	T006	this doc	x	x			x	x		none
FS/MT Hoist	O	T007	this doc					x	x		none
Low Light Cert	N	T008	this doc	x	x						none
Upon PCS/PCA											
Duty Fam Training	O	T002	this doc	x	x	x	x	x	x	x	none
Local Area Survival Training	G	LL01	AFI 11-301	x	x	x	x	x	x	2	none
Every 5 Years											
Physiological	G	PP11	AFI 11-403	x	x	x	x	x	x	x	none
Every 3 Years											
Low Threat Survival Training	N	SS02	AFI 11-301	x	x	x	x	x		2	6 mos prior to flt ref date
Every 2 Years											
M9 Qualification	N	AC02	this doc	1	1	1	x				6 mos prior to flt ref date
M16 Qualification	N	AC03	this doc	1	1	1	x				6 mos prior to flt ref date
CRM	G	AC05	AFI 11-290	x	x	x	x	4	4	2	none
Simulator	G	AC10	this doc	x	x						none
Every 17 Months											
Qualification Eval	G	AA01	AFI 11-202V2	x	x		x				6 mos prior to due date
Instrument Eval	G	AA11	AFI 11-202V2	x							6 mos prior to due date
Instrument Refresher	G	A022	AFI 11-202V2	x							6 mos prior to AA11 due date
Instrument Exam	G	A023	AFI 11-202V2	x							6 mos prior to AA11 due date
Qual Exam Open Book	G	A024	AFI 11-202V2	x	x		x				6 mos prior to AA01 due date
Qual Exam Closed Book	G	A025	AFI 11-202V2	x	x		x				6 mos prior to AA01 due date
FCF Exam	O	AC15	this doc	1	1						6 mos prior to due date
Mission Eval	O	AB00	AFI 11-202V2	x	x						6 mos prior to due date
Mission Exam	O	AB20	AFI 11-202V2	x	x						6 mos prior to AB00
Flight Surgeon Exam	G	AC06	AFI 11-202V1&V2					x			6 mos prior to due date
Annual											
Air Ops Sec	N	AC04	AFI 13-207	x	x	x	x	x	x	x	6 mos prior to flt ref date
LOAC	N	AC07	AFI 51-401	x	x	x	x	x	x	x	6 mos prior to flt ref date
Flight Physical	G	PP01	AFI 48-123	x	x	x	x	x	x	x	3 mos prior to end of birth mo
Flight Records Review	N	RR01	AFI 11-401	x	x	x	x	x	x	x	4 mos prior to end of birth mo
Ground Egress	G	LL03	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to due date
Life Support Equipment	G	LL06	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to flt ref date
Pyro Refresher	O	AC09	this doc	x	x						6 mos prior to flt ref date
UET Refresher	O	SS05	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to flt ref date
Tow Team Member	O	AC12	this doc	1	1						6 mos prior to flt ref date
Refuel Supervisor	O	AC13	this doc	1	1						6 mos prior to flt ref date

Requirement	Code	ID (3)	Source	P	F E	AG	AP	FS	MT	OSF	Phase Period
NVG Refresher	O	AC14	AFI 11-202V1	x	x	x					6 mos prior to flt ref date
Systems Refresher	N	AC20	this doc	x	x						not applicable

Notes:

1. In accordance with MAJCOM guidance.

2. At the discretion of the unit commander.

3. Event identifiers are typical for AFSPC, use identifiers as directed by MAJCOM.

4. CRM training is a one-time requirement for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders.

Table 4. Basic Aircraft Qualification (BAQ) Flying Requirements.

Pilot Requirements	Notes	Event ID	45 Day	60 Day	Qtr	S/A
Basic Sortie	1	B010	1		6	18
Transition Sortie (day)	2	B450			1	
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Transition Sortie (night)	2	B490			1	
Instrument Approach	6	B070	1			
Precision Approach	6	B080			2	6
Non Precision Approach	6	B100			2	6
Flight Engineer Requirements						
Basic Sortie	1	B010		1	4	12
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Flight Surgeon Requirements						
Basic Sortie	7	B010		1		6
Night Sortie	4	B410				1

NOTES:

1. To credit a basic sortie, complete the following events as applicable to crew position (P, CP, FE). Additionally, each pilot and copilot must occupy a front seat, and make a takeoff and a landing.

Mission Planning

Performance Data

Crew and Passenger Briefing

Crew Coordination

Flight Clearance

Taxi/Hover

Takeoff Procedures

Approach (instrument or visual)

Landing Procedures

Fuel Management

2. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal power takeoff, a normal approach and landing, and a steep approach to a touchdown.

3. Pilots qualified in more than one aircraft must log 1 EP sortie in each aircraft each quarter. Flight engineers need only 1 autorotation. Flight Engineers may credit an EP sortie requirement with simulator training. (MAJCOM supplements may also allow pilots to credit an EP sortie with simulator training. The completed course credits one EP sortie.) An EP sortie should be accomplished on a single flight. An emergency procedures sortie consists of a basic sortie and:

3.1. Review of boldface procedures.

3.2. Straight-ahead autorotation.

3.3. Turning autorotation (90 degrees or 180 degrees).

3.4. Boost-off approach and landing.

3.5. Simulated fuel control failure approach and landing.

3.6. Simulated single-engine approach and landing.

3.7. Desired: at least one 90 degree and one 180 degree autorotation.

4. A night sortie consists of a basic sortie and requires 1 hour of night time. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise. Additionally, pilots must log ½ hour of primary time.

5. Deleted.

6. Approaches may be flown in the simulator. Approach may be precision or nonprecision.

7. Credit no more than 1 sortie per single calendar day.

Table 5. Mission Qualification Flying Currency Requirements.

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Remote Operations (day)		T100		1	
Remote Operations (night unaided)	1	T120		1	
Remote Operations (NVG)	1	S620		2	
Alternate Insertion/Extraction	2	H060			4
Hoist, Forest Penetrator		H061			1 (FE)
Rope Ladder		H062			1 (FE)
Rappel		H063			1 (FE)
Fast Rope		H064			1 (FE)
Stokes Litter		H065			1 (FE)
AIE (one of the above NVG)	5	H066		1 (FE)	
NVG Sortie	1,3,4,5	S610	1		
NVG Transition Sortie	1,6	S630		1 (pilot)	
Formation Sortie		T140			2 (pilot)
Day Tactical Sortie		T050		1	
Cargo Sling	5	S370			1
Fire Bucket	5	S380			1
Day Water Sortie	5	H080			2

Notes:

1. NVG events may satisfy night unaided requirements, i.e., S620 accomplishes T120, S610 accomplishes B410 and S630 accomplishes B490.

2. AIE methods are defined as: hoist (forest penetrator), rappel, fast rope, rope ladder, and stokes litter. Any method meets semi-annual currency requirements (H060), but flight engineers must accomplish at least one of each event in which they maintain qualification semi-annually. AIE events accomplished at night fulfill appropriate semi-annual requirement for method used.

3. NVG qualified pilots may not credit an NVG sortie for duties performed as an NVG scanner.

4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise.

5. Aircrew members who are noncurrent/unqualified for NVG events, cargo sling, fire bucket, or water operations remain mission qualified, but cannot perform the specified event(s) until current/ qualified. Fire bucket events may satisfy cargo sling requirements after fire bucket requirements have been met and vice-versa.

6. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown.

Table 5. (AMC) Mission Qualification Currency Requirements.

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Contingency Mission	7	BO13			2 (Pilot/FE)
Chem Mask Sortie	8	LS04			1 (Pilot/FE)

Table 5. Note 7 (Added) A contingency sortie consists of a scramble launch with contingency mission profile or any squadron/HHQ generated A-7 sortie. A navigation divert is desired.

Table 5. Note 8 (Added) A chem mask sortie requires the individual to fly 1 hour while wearing an MCU-2/AP mask. At a minimum, an unmasked MP must be at a set of controls for all chem mask sorties. Additionally, an IP will be at a set of controls whenever an aircrew member receiving initial chem mask training occupies the other set of controls. A chem mask sortie should be accomplished during a contingency mission sortie and should include a landing. FEs should complete the chem mask sortie in the copilot seat. Chem mask training will not be combined with EPs, formation sorties, practice instrument approaches with less than two pilots, or actual instrument approaches. If the training profile includes a landing into a site requiring an additional scanner, an unmasked scanner must be used (in addition to any FE chem mask trainee).

Table 6. Mission Qualification Event Requirements.

Event	Sub-events	P	FE
Remote Operations			
Required:	Mission planning	X	X
	Navigation	X	
	Remote landing and takeoff	X	X
	Simulated maximum power	X	
Desired:	Pinnacle/ridgeline landing	X	X
	AIE (if applicable)	X	X
	Slope landing	X	X
	Use of pyrotechnics		X
	Search pattern	X	X
Formation Sortie			
Required:	Takeoff, approach, enroute, landing (lead and wing)	X	
	Lead and wing procedures	X	
	Lost visual procedures	X	
	Join up	X	
Event	**Sub-events**	**P**	**FE**
Desired:	Low Level	X	
Cargo Sling/Fire Bucket			
Required:	Pattern/Water Drops	X	X
	Verbal direction		X
	Hookup	X	X
	Release	X	X
Day Tactical Sortie			
Required:	Mission planning	X	X
	Low-level navigation	X	
	Tactical approach and landing	X	X
	Authentication, TOT procedures	X	
	Threat analysis/evasive maneuvers	X	X
Desired:	Security forces deployment	X	X
	Low-level formation	X	
Day Water Sortie			
Required:	Day water pattern	X	X
	AIE	X	X
Desired:	Use of pyrotechnics/sea dye marker	X	X
	Open ocean hover	X	X
	Swimmer deployment	X	X

Table 7. FS/MT Mission Qualification Flying Currency Requirements.

Event	Frequency		Notes	Flying Event	Subevents
ID	QTR	S/A			
H062	1	2	1	**Rope Ladder (day)**	Required: Extraction
H067	1	2	1,2,3	**(night)**	
H063	1	2	1	**Rappel (day)**	Required: Insertion
H068	1	2	1,2,3	**(night)**	
H061	1	2	1	**Hoist (day)**	Required: Insertion/Extraction with forest penetrator
H069	1	2	1,2,3	**(night)**	Stokes litter and tag line operations
					Desired:
					Stokes litter operations w/actual survivor or mannequin

Notes:
1. If applicable.

2. Night currency utilizes same required subevents as day currency.

3. Night currency sorties can satisfy day requirements.

Table 8. Conversion Table for Prorated Training.

Days Unavailable	Proration					
16 to 45 days	1 month					
46 to 75 days	2 months					
76 to 105 days	3 months					
106 to 135 days	4 months					
136 to 165 days	5 months					
166 to 180 days	No requirements					
		Total Number of Sorties or Events Required				
Months Remaining	x	18	12	6	4	2	1
5	83%	15	10	5	3	2	1
4	67%	12	8	4	3	1	1
3	50%	9	6	3	2	1	1
2	33%	6	4	2	1	1	1
1	17%	3	2	1	1	1	1

5. Upgrade Training:

5.1. **General.** This section outlines the requirements for upgrade to aircraft commander and instructor. MAJCOMs may delegate the waiver authority for flying hour requirements for upgrades to the OG/CC. In-unit upgrades require MAJCOM waiver. A waiver is not required if a formal school quota is not available (inform MAJCOM/DOT when in-unit upgrades are accomplished). When formal school quotas are not available, use formal school courseware for upgrade training (if formal

school courseware is not available use MAJCOM or NAF-approved courseware). Upgrades are nor-
mally conducted after a crew member achieves MR status.

5.1. (AMC) 89 OG/CC may waive flying hour requirements for upgrades on a case-by-case basis.

89 OG/CC is waiver authority for in-unit upgrades as per paragraph **1.2.3.2.**

5.2. **Aircraft Commander Upgrade.** Unit Commanders will select only highly qualified, motivated
and responsible pilots for this program. The minimum flying hours shown in **Table 9.** are required
prior to entering aircraft commander upgrade training. Pilots meeting **Table 9.** requirements need not
be qualified as copilot prior to entering aircraft commander upgrade training. Flying time does not
include UPT-H and UPT student time or simulator time. Flying time must include only primary and
secondary time. The hours prescribed are minimums only.

Table 9. Aircraft Commander Flight Experience Requirements.

Rated Flying Time	Qual	Remote		Tactical/NVG		
		A	**B**	**C**	**D**	**E**
Total Time	175	200	500	200	700	700
Helicopter Time	175	200	150	200	300	300
H-1 Primary Time	50	100	50	100	100	50

Notes:

Column   Remarks

A   First assignment copilots upgrading to remote aircraft commander in same aircraft

B   Experience pilots upgrading from copilot to remote aircraft commander in same
aircraft

C   First assignment tactical copilots upgrading to aircraft commander in same aircraft

D   Experienced pilots upgrading from tactical copilot to aircraft commander in same
aircraft

E   Experienced tactical helicopter pilot initially qualifying to aircraft commander in
new aircraft

5.2.1. (Added-AMC) (AMC). Only experienced pilots with 300 hours of rotary wing flight time
are eligible for upgrade to contingency qualified pilot.

5.3. **Instructor Upgrade.** Units will select instructors from experienced aircrew members who are
thoroughly qualified and skilled in the duties of their respective crew positions. Unit commanders
will review each instructor candidate's qualifications for the following minimum prerequisites:

5.3.1. Instructional Ability. All initial instructor upgrade candidates will complete training on the
principles of instruction during the appropriate formal school upgrade course.

5.3.2. Judgment. The individual must possess judgment necessary to meet unexpected or induced
emergencies and the ability to exercise sound judgment through mature realization of their own,
their student's, and the aircraft's limitations.

5.3.3. Personal Qualities. The individual must have patience, tact, understanding, and a desire to instruct others. Instructors must have a personality which inspires and wins the respect of each student.

5.3.4. Technical Knowledge. The individual must be thoroughly familiar with aircraft systems and equipment, normal and emergency operating procedures, prohibited maneuvers, aircraft performance, and regulatory guidance.

5.3.5. Flying Experience. Initial instructor pilots require 100 hours primary/secondary time in the design and series aircraft after upgrade to aircraft commander, of which 50 hours must be primary. Other initial instructor aircrew members and previously qualified instructor aircrew members require a minimum of 1 year flight experience in H-1 helicopters or 300 hours total helicopter time. First time instructors are required to attend the Flight Instructor Preparatory Course or equivalent IAW AFCAT 36-2223. First time FE instructors must attend the formal school course. Instructors must be current and qualified in a specific mission event before instructing in that mission event. To possess the desired standards of knowledge, judgment, and proficiency the individual must possess a reasonable background of flying experience. Normally, these qualities progress together, however flying hours alone cannot be accepted as criteria for any one or all qualities.

5.4. Flight Examiner Requirements. Flight Examiners are selected from the best qualified and competent instructors. Certify candidates in accordance with AFI 11-202, Volume 2.

6. MAJCOM Supplement.

7. Local Supplement.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFCAT 36-2223, USAF Formal Schools

AFI 11-301, Aircrew Life Support (ALS) Program

AFI 11-2H-1, Volume 2, H-1 Aircrew Evaluation Criteria

AFI 11-202, Volume 1, Aircrew Training

AFI 11-202, Volume 2, Aircrew Standardization/Evaluation Program

AFI 11-218, Aircraft Operation and Movement on the Ground

AFI 11-290, Cockpit/Crew Resource Management Training Program

AFI 11-401, Flight Management

AFI 11-402, Aviation and Parachutist Service, Aeronautical Ratings and Badges

AFI 11-403, Aerospace Physiological Training Program

AFI 13-207, Preventing and Resisting Aircraft Piracy (Hijacking)

AFI 36-2107, Active Duty Service Commitments (ADSC)

AFI 36-2201, Developing, Managing and Conducting Training

AFI 36-2209, Survival and Code of Conduct Training

AFI 48-123, Medical Examinations and Standards

AFI 51-401, Training and Reporting to Ensure Compliance with the Law of Armed Conflict

AFI 91-301, Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program

AFMAN 11-210, Instrument Refresher Course (IRC) Program

AFMAN 37-139, Records Disposition Schedule

AFMAN 91-201, Explosives Safety Standards

AFPD 10-9, Lead Operating Command Weapon Systems Management

AFPD 11-2, Aircraft Rules and Procedures

AFPD 11-4, Aviation Service

Abbreviations and Acronyms

AETC—Air Education and Training Command

AFCAT—Air Force Catalog

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Material Command

AFORMS—Air Force Operational Resource Management System

AFPD—Air Force Policy Directive

AFSOC—Air Force Special Operations Command

AFSPC—Air Force Space Command

AIE—Alternate Insertion, Extraction methods (i.e., hoist, rappel, fast rope, rope ladder)

AMC—Air Mobility Command

API—Aircrew Position Identifier

BAQ—Basic Aircraft Qualification

BHFE—Basic Helicopter Flight Engineer Course

BMC—Basic Mission Capable

CFETP—Career Field Education and Training Program

CRM—Cockpit Resource Management

CT—Continuation Training

DNIF—Duty Not Involving Flying

EAUC—Enlisted Aircrew Undergraduate Course

EMI—Equivalent Moon Illumination

EVM—Evasive Maneuvers

FCF—Functional Check Flight

FE—Flight Engineer

FS—Flight Surgeon

HEED—Helicopter Emergency Egress Device

HOSM—Host Operations Resource Management

IAW—In Accordance With

IF—Instructor Flight Engineer

IP—Instructor Pilot

IQT—Initial Qualification Training

LTST—Low Threat Survival Training

MAJCOM—Major Command

MC—Mission Capable

MDS—Mission Design Series

MP—Mission Pilot

MQT—Mission Qualification Training

MR—Mission Ready

MSL—Mean Sea Level

MT—Medical Technician

NAF—Numbered Air Force

NVG—Night Vision Goggle(s)

OSF—Operational Support Flyer

PCS—Permanent Change of Station

TDY—Temporary Duty

TOT—Time on/over Target

UET—Underwater Egress Training

Abbreviations and Acronyms (Added-AMC)

AFRC—Air Force Reserve Command.

AFRL—Air Force Research Labs.

ANG—Air National Guard.

CATM—Combat Arms Training and Maintenance.

CC—Commander.

EP—Evaluator Pilot.

HHQ—Higher Headquarters.

LAST—Local Area Survival Training.

MF—Mission Flight Engineer.

OG—Operations Group.

Attachment 2

TEXT OF IC 99-1

SUMMARY OF REVISIONS

This interim change (IC) 99-1 and expands the interval for Physiological Training in accordance with AFI 11-403, *Aerospace Physiological Training Program*; aligns the requirements for Crew Resource Management (CRM) training and Simulator training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and corrects the requirements for CRM training for flight surgeons and medical technicians in paragraph **4.2.3.6.3.**; matches requirements for Crew Resource Management in **Table 3.** to be consistent with the requirements in paragraph **4.2.3.6.3.**; adds Flight Physical requirements paragraph at **4.2.3.6.14.**; corrects flight physical phase period in accordance with AFI 11-403; and corrects several typographical/adminstrative errors.

4.2.3.3. Once every 5 years.

4.2.3.3.1. Physiological Training. Required every five years. Refer to AFI 11-403, *Aerospace Physiological Training Program*. The chamber flight is required for all aircrew members IAW AFI 11-403. Operational support flyers who will not fly above 10,000 feet MSL do not require this training. Crewmembers and operational support flyers must attend physiological training on the date that is on their AF Form 702 and AF Form 1274 (orange card). If any questions regarding due dates during this transition phase, call the nearest Aerospace Physiological unit

4.2.3.3.2. Deleted.

4.2.3.4.2. Crew Resource Management (CRM). Refer to AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Failure to complete this training within 24 months results in grounding status for pilots, flight engineers, aerial gunners and aerial photographers. CRM training is a one-time requirement (in their Primary Aircraft Assigned) for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders. The training will be conducted using MAJCOM approved courseware. Document CRM completion in AFORMS

4.2.3.4.3. Simulator Refresher Training. Failure to complete this training within 24 months results in grounding status for pilots and flight engineers. Training will emphasize recognition and reaction to emergency procedures and crew coordination (CRM)

4.2.3.5.3. Flight Surgeon Exam. Complete the open or closed book exam as required by AFI 11-202, Vol 2.

4.2.3.6.3. Deleted.

4.2.3.6.8. Deleted.

4.2.3.6.14. Flight Physical. Refer to *AFI 48-123, Medical Examination and Standards*. All aircrew members (including active-operational support personnel) on flying status will receive an annual flight physical within 6 months preceding the last day of their birth month. The standard limitation is within 3 months, but TDY and other extenuating circumstances may allow this to be extended out to 6 months.

4.2.3.7. Once every 3 years.

4.2.3.7.1. Low Threat Survival Training (LTST). Refer to AFI 11-301 and MAJCOM directives.

Table 3. Aircrew Requirements Summary.

Requirement	Code	ID (3)	Source	P	F E	A G	A P	F S	M T	OSF	Phase Period
One Time Training											
Combat Survival	G	SS01	AFI 36-2209	x	x	x	x	x			none
Water Survival	G	LS03	AFI 36-2209/11-301	x	x	x	x	2	2	2	none
UET	G	T001	AFI 36-2209/11-301	x	x	x	2	2	2	2	none
FCF Cert	O	T003	this doc	x	x						none
Para-Drop Cert	O	T004	this doc	x	x						none
NVG Scanner Cert	O	T005	this doc	x							none
Non-Hoist AIE	O	T006	this doc	x	x			x	x		none
FS/MT Hoist	O	T007	this doc					x	x		none
Low Light Cert	O	T008	this doc	x	x						none
Upon PCS/PCA											
Duty Fam Training	O	T002	this doc	x	x	x	x	x	x	x	none
Local Area Survival Trng.	G	LS01	AFI 11-301	x	x	x	x	x	x	2	none
Every 5 Years											
Physiological	G	PP11	AFI 11-403	x	x	x	x	x	x	x	6 mos prior to due date
Every 3 Years											
Low Threat Survival Trng.	N	LS11	AFI 11-301	x	x	x	x	x		2	6 mos prior to flt ref date
Every 2 Years											
M9 Qualification	N	AC02	this doc	1	1	1	x				6 mos prior to flt ref date
M16 Qualification	N	AC03	this doc	1	1	1	x				6 mos prior to flt ref date
CRM	G	AC05	AFI 11-290	x	x	x	x	4	4	2	6 mos prior to flt ref date
Simulator	G	AC10	this doc	x	x						6 mos prior to due date
Every 17 Months											
Qualification Eval	G	AA01	AFI 11-202V2	x	x		x				6 mos prior to due date
Instrument Eval	G	AA21	AFI 11-202V2	x							6 mos prior to due date
Instrument Refresher	G	A022	AFI 11-202V2	x							6 mos prior to due date
Instrument Exam	G	A023	AFI 11-202V2	x							6 mos prior to due date
Qual Exam Open Book	G	A024	AFI 11-202V2	x	x		x				6 mos prior to due date
Qual Exam Closed Book	G	A025	AFI 11-202V2	x	x		x				6 mos prior to due date
FCF Exam	O	AC15	this doc	1	1						6 mos prior to due date
Mission Eval	O	AB00	AFI 11-202V2	x	x						6 mos prior to due date
Mission Exam	O	AB20	AFI 11-202V2	x	x						6 mos prior to due date
Flight Surgeon Exam	G	AC06	AFI 11-202V1&V2					x			6 mos prior to due date
Annual											
Air Ops Sec	N	AC04	AFI 13-207	x	x	x	x	x	2	2	6 mos prior to flt ref date
LOAC	N	AC07	AFI 51-401	x	x	x	x	x	2	2	6 mos prior to flt ref date
Flight Physical	G	PP01	AFI 48-123	x	x	x	x	x	x	x	6 mos prior to end of birth mo
Flight Records Review	N	RR01	AFI 11-401	x	x	x	x	x	x	x	4 mos prior to end of birth mo

Ground Egress	G	LS08	AFI 11-301	x	x	x	x	x	x	x		6 mos prior to due date
Life Support Equipment	G	LS06	AFI 11-301	x	x	x	x	x	2	2		6 mos prior to flt ref date
Pyro Refresher	O	AC09	this doc	x	x							6 mos prior to flt ref date
UET Refresher	O	LS13	AFI 11-301	x	x	x	x	x	x	x		6 mos prior to flt ref date
Tow Team Member	O	AC12	this doc	1	1							6 mos prior to flt ref date
Refuel Supervisor	O	AC13	this doc	1	1							6 mos prior to flt ref date
NVG Refresher	O	AC14	AFI 11-202V1	x	x	x						6 mos prior to flt ref date
Systems Refresher	N	AC20	this doc	x	x							not applicable

NOTES:

1. In accordance with MAJCOM guidance.

2. At the discretion of the unit commander.

3. Event identifiers are typical, use identifiers as directed by MAJCOM.

4. CRM training is a one-time requirement for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders.

Table 4. Basic Aircraft Qualification (BAQ) Flying Requirements.

Pilot Requirements	Notes	Event ID	45 Day	60 Day	Qtr	S/A
Basic Sortie	1	B010	1		6	18
Transition Sortie (day)	2	B450			1	
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Transition Sortie (night)	2	B490			1	
Instrument Approach	6	B070	1			
Precision Approach	6	B080			2	6
Non Precision Approach	6	B100			2	6
Flight Engineer Requirements						
Basic Sortie	1	B010		1	4	12
Emergency Procedures Sortie	3	B440			2	
Night Sortie	4	B410			1	
Flight Surgeon Requirements						
Basic Sortie	7	B010		1		6
Night Sortie	4	B410				1

NOTES:

1. To credit a basic sortie, complete the following events as applicable to crew position (P, CP, FE). Additionally, each pilot and copilot must occupy a front seat, and make a takeoff and a landing.

  Mission Planning

  Performance Data

  Crew and Passenger Briefing

  Crew Coordination

  Flight Clearance

  Taxi/Hover

  Takeoff Procedures

  Approach (instrument or visual)

  Landing Procedures

  Fuel Management

2. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal power takeoff, a normal approach and landing, and a steep approach to a touchdown.

3. Pilots qualified in more than one aircraft must log 1 EP sortie in each aircraft each quarter. Flight engineers need only 1 autorotation. Flight Engineers may credit an EP sortie requirement with simulator training. (MAJCOM supplements may also allow pilots to credit an EP sortie with simulator training. The completed course credits one EP sortie.) An EP sortie should be accomplished on a single flight. An emergency procedures sortie consists of a basic sortie and:

3.1. Review of boldface procedures.

3.2. Straight-ahead autorotation.

3.3. Turning autorotation (90 degrees or 180 degrees).

3.4. Boost-off approach and landing.

3.5. Simulated fuel control failure approach and landing.

3.6. Simulated single-engine approach and landing.

3.7. Desired: at least one 90 degree and one 180 degree autorotation.

4. A night sortie consists of a basic sortie and requires 1 hour of night time. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise. Additionally, pilots must log ½ hour of primary time.

5. Deleted.

6. Approaches may be flown in the simulator. Approach may be precision or nonprecision.

7. Credit no more than 1 sortie per single calendar day.

Table 5. Mission Qualification Flying Currency Requirements.

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Remote Operations (day)		T100		1	
Remote Operations (night unaided)	1	T120		1	
Remote Operations (NVG)	1	S620		2	
Alternate Insertion/Extraction	2	H060			4
Hoist, Forest Penetrator		H061			1 (FE)
Rope Ladder		H062			1 (FE)
Rappel		H063			1 (FE)
Fast Rope		H064			1 (FE)
Stokes Litter		H065			1 (FE)
AIE (one of the above NVG)	5	H066		1 (FE)	
NVG Sortie	1, 3, 4, 5	S610	1		
NVG Transition Sortie	1, 6	S630		1	
Formation Sortie		T140			2 (pilots)
Day Tactical Sortie		T050		1	
Cargo Sling	5	S370			1
Fire Bucket	5	S380			1
Day Water Sortie	5	H080			2

NOTES:

1. NVG events may satisfy night unaided requirements, i.e., S620 accomplishes T120, S610 accomplishes B410 and S630 accomplishes B490.

2. AIE methods are defined as: hoist (forest penetrator), rappel, fast rope, rope ladder, and stokes litter. Any method meets semi-annual currency requirements (H060), but flight engineers must accomplish at least one of each event in which they maintain qualification semi-annually. AIE events accomplished at night fulfill appropriate semi-annual requirement for method used.

3. NVG qualified pilots will only log NVG sorties in their primary crew position.

4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise.

5. Aircrew members who are noncurrent/unqualified for NVG events, cargo sling, fire bucket, or water operations remain mission qualified, but cannot perform the specified event(s) until current/qualified. Fire bucket events may satisfy cargo sling requirements after fire bucket requirements have been met and vice-versa.

6. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown.

Attachment 3

IC 2001-1 TO AFI 11-2H-1, VOLUME 1, H-1 HELICOPTER AIRCREW TRAINING

2 NOVEMBER 2001

SUMMARY OF REVISIONS

This revision incorporates Interim Change IC 2001-1. This interim change (IC) 01-1 revises H-1 Helicopter Aircrew Training continuation training (CT) requirements. It includes revised guidance on crediting currency for non-current crewmembers/operational support flyers, crewmembers in upgrade, and copilots during indoctrination to aircraft commander. The IC also provides revised guidance on duty familiarization training requirements, deletes the requirement for flight engineers to accomplish quarterly NVG transition sorties, and changes the phase periods for numerous ground training items in **Table 3.** A "|" indicates revised material since the last edition.

2.2. Prerequisites. Prospective aircrew members must meet formal training course prerequisites established by the Education and Training Course Announcement (ETCA) and the AETC formal course syllabus.

4. Continuation Training (CT). Training in which aircrew members already qualified in their respective aircrew positions maintain their assigned level of proficiency. This section provides guidance for maintaining currency. Currency requirements may be satisfied when the individual is current and qualified in the aircraft MDS or when an individual is non-current and flying with an instructor at the instructor's discretion. Current and qualified individuals in an upgrade may credit events accomplished in the upgrade towards continuation training at the discretion of the instructor. Events accomplished on satisfactory evaluations may be credited toward currency requirements. MAJCOMs that have a Copilot Indoctrination to Aircraft Commander program may also credit events accomplished towards continuation training at the discretion of the instructor. MAJCOM supplements may allow provisions for the OG/CC to waive ground and flying continuation training.

Table 2. Mission Capabilities.

Operational Mission:	Notes	AFSPC				AETC		AMC	AFMC	AFSOC	PACAF
		37 HF	40 HF	54 HF	76 HF	36 RQF	512 RQS	1 HS	40 FTS	6 SOS	459 AS
Remote	1,2,3	x	x	x	x	x	x	x	x	x	x
Day Tactical	2,3	x	x	x	x	x	x			x	
NVG Remote	2,3	x	x	x	x	x	x	x		x	
Formation	3	x	x	x	x	x	x	x		x	x
Cargo Sling	3				x	x	x		x	x	
Fire Bucket	3				x				x		
Day Water Ops	2,3				x	x			x	x	

Notes:

1. Remote includes both day and night unaided operations.

2. Includes AIE as applicable to unit capabilities. Crew members must maintain currency in AIE methods in which they are qualified.

3. Units determine crew members who maintain qualifications/certifications and currency in missions.

4.2.3.2.1. **Duty Familiarization/Theater Indoctrination Training.** Pilots and flight engineers will fly with an instructor until this training is complete. All aircrew members and operational support flyers will complete this training before scheduling normal flights (except in emergencies or for actual rescue missions). Training will consist of ground and flight phases. Use MAJCOM or NAF-approved courseware. As a minimum, training will include:

4.4.1.1. MR Continuation Training Requirements. Crewmembers will accomplish the requirements in **Table 5.** and **Table 6.** Except where specified, failure to accomplish these requirements will not affect crew qualification, but will preclude flying in that crew qualification until delinquent continuation training requirements are accomplished with a qualified instructor. Completion of delinquent continuation training requirements to become recurrent may be credited towards continuation training requirements for the current training period at the discretion of the instructor.

4.5. Continuation Training for FS and OSFs. FS and MTs will accomplish the requirements in **Table 7.**. Except where specified, failure to accomplish these requirements will not affect crew qualification, but will preclude flying in that crew qualification until delinquent continuation training requirements are accomplished with a qualified instructor. Events performed to clear delinquent requirements may be credited to satisfy current training requirements at the instructor's discretion. Other OSFs will comply with MAJCOM directives.

4.8.1.1. Non-currency status in any basic qualification requirement precludes unsupervised flight in all areas. Loss of mission event currency precludes unsupervised flight for the specific mission. Aircrew members delinquent in currency requirements must fly under the supervision of an instructor and perform sufficient repetitions of each delinquent item to demonstrate proficiency in all non-current events. Events performed to clear delinquent requirements may be credited to satisfy current training requirements at the instructor's discretion.

Table 3. Aircrew Requirements Summary

Requirement	Code	ID (3)	Source	P	F E	AG	AP	FS	MT	OSF	Phase Period
One Time Training											
Combat Survival	G	SS20	AFI 36-2209/11-301	x	x	x	x	x			none
Water Survival	G	SS32	AFI 36-2209/ 11-301	x	x	x	x	2	2	2	none
UET	G	SS30	AFI 36-2209/ 11-301	x	x	x	2	2	2	2	none
FCF Certification	N	T003	this doc	x	x						none
Para-Drop Certification	O	T004	this doc	x	x						none
NVG Scanner Cert.	O	T005	this doc	x							none
Non-Hoist AIE	O	T006	this doc	x	x			x	x		none
FS/MT Hoist	O	T007	this doc					x	x		none
Low Light Cert	N	T008	this doc	x	x						none
Upon PCS/PCA											
Duty Fam Training	O	T002	this doc	x	x	x	x	x	x	x	none
Local Area Survival Training	G	LL01	AFI 11-301	x	x	x	x	x	x	2	none
Every 5 Years											
Physiological	G	PP11	AFI 11-403	x	x	x	x	x	x	x	none
Every 3 Years											
Low Threat Survival Training	N	SS02	AFI 11-301	x	x	x	x	x		2	6 mos prior to flt ref date
Every 2 Years											
M9 Qualification	N	AC02	this doc	1	1	1	x				6 mos prior to flt ref date
M16 Qualification	N	AC03	this doc	1	1	1	x				6 mos prior to flt ref date
CRM	G	AC05	AFI 11-290	x	x	x	x	4	4	2	none
Simulator	G	AC10	this doc	x	x						none
Every 17 Months											
Qualification Eval	G	AA01	AFI 11-202V2	x	x		x				6 mos prior to due date
Instrument Eval	G	AA11	AFI 11-202V2	x							6 mos prior to due date
Instrument Refresher	G	A022	AFI 11-202V2	x							6 mos prior to AA11 due date
Instrument Exam	G	A023	AFI 11-202V2	x							6 mos prior to AA11 due date
Qual Exam Open Book	G	A024	AFI 11-202V2	x	x		x				6 mos prior to AA01 due date
Qual Exam Closed Book	G	A025	AFI 11-202V2	x	x		x				6 mos prior to AA01 due date
FCF Exam	O	AC15	this doc	1	1						6 mos prior to due date
Mission Eval	O	AB00	AFI 11-202V2	x	x						6 mos prior to due date
Mission Exam	O	AB20	AFI 11-202V2	x	x						6 mos prior to AB00
Flight Surgeon Exam	G	AC06	AFI 11-202V1&V2					x			6 mos prior to due date
Annual											
Air Ops Sec	N	AC04	AFI 13-207	x	x	x	x	x	x	x	6 mos prior to flt ref date

Requirement	Code	ID (3)	Source	P	F E	AG	AP	FS	MT	OSF	Phase Period
LOAC	N	AC07	AFI 51-401	x	x	x	x	x	x	x	6 mos prior to flt ref date
Flight Physical	G	PP01	AFI 48-123	x	x	x	x	x	x	x	3 mos prior to end of birth mo
Flight Records Review	N	RR01	AFI 11-401	x	x	x	x	x	x	x	4 mos prior to end of birth mo
Ground Egress	G	LL03	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to due date
Life Support Equipment	G	LL06	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to flt ref date
Pyro Refresher	O	AC09	this doc	x	x						6 mos prior to flt ref date
UET Refresher	O	SS05	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to flt ref date
Tow Team Member	O	AC12	this doc	1	1						6 mos prior to flt ref date
Refuel Supervisor	O	AC13	this doc	1	1						6 mos prior to flt ref date
NVG Refresher	O	AC14	AFI 11-202V1	x	x	x					6 mos prior to flt ref date
Systems Refresher	N	AC20	this doc	x	x						not applicable

Notes:

1. In accordance with MAJCOM guidance.

2. At the discretion of the unit commander.

3. Event identifiers are typical for AFSPC, use identifiers as directed by MAJCOM.

4. CRM training is a one-time requirement for flight surgeons and med techs, unless directed on a more frequent basis by unit commanders.

Table 5. Mission Qualification Flying Currency Requirements.

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Remote Operations (day)		T100		1	
Remote Operations (night unaided)	1	T120		1	
Remote Operations (NVG)	1	S620		2	
Alternate Insertion/Extraction	2	H060			4
Hoist, Forest Penetrator		H061			1 (FE)
Rope Ladder		H062			1 (FE)
Rappel		H063			1 (FE)
Fast Rope		H064			1 (FE)
Stokes Litter		H065			1 (FE)
AIE (one of the above NVG)	5	H066		1 (FE)	
NVG Sortie	1,3,4,5	S610	1		
NVG Transition Sortie	1,6	S630		1 (pilot)	
Formation Sortie		T140			2 (pilot)
Day Tactical Sortie		T050		1	
Cargo Sling	5	S370			1
Fire Bucket	5	S380			1
Day Water Sortie	5	H080			2

Notes:

1. NVG events may satisfy night unaided requirements, i.e., S620 accomplishes T120, S610 accomplishes B410 and S630 accomplishes B490.

2. AIE methods are defined as: hoist (forest penetrator), rappel, fast rope, rope ladder, and stokes litter. Any method meets semi-annual currency requirements (H060), but flight engineers must accomplish at least one of each event in which they maintain qualification semi-annually. AIE events accomplished at night fulfill appropriate semi-annual requirement for method used.

3. NVG qualified pilots may not credit an NVG sortie for duties performed as an NVG scanner.

4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary. Night time for currency begins ½ hour after official sunset and ends ½ hour before official sunrise.

5. Aircrew members who are noncurrent/unqualified for NVG events, cargo sling, fire bucket, or water operations remain mission qualified, but cannot perform the specified event(s) until current/ qualified. Fire bucket events may satisfy cargo sling requirements after fire bucket requirements have been met and vice-versa.

6. A transition sortie consists of a basic sortie, a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown.